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2. Customs and border controls will be handled in the territory of each contracting partner on the basis of regulations. The responsibility for the maintenance, periodic checks, and lighting of railroad bridges, which must also be kept in such a state as to safeguard the passage of floods and floating ice, is as follows:

GDR Reichsbahn:

Railroad bridges over the Oder River on the
 Neuruednitz-Siekierki,
 Kietz-Kostrzyn, and
 F/O-Kunowice railroad lines;
 railroad bridges over the Neisse River on the
 Hagenwerder-Reczyn and
 Hirschfelde-Trzcinięc Zgorzelecki railroad lines

Polish State Railroads:

Railroad bridges over the Neisse River on the
 Guben-Gubin,
 Guben-Gubinek,
 Forst-Tuplice,
 Muskau-Muzakow,
 Horka-Weglino,
 Goerlitz-Zgorz-iec Ujazd lines in addition to two bridges on the
 Trzcinięc Zgorzelecki-Krzewina Zgorzelecka line section of the Hagen-
 werder-Hirschfelde railroad line.

Each of the railroad bridges listed will be maintained throughout its entire length including abutments, wing walls and cones of embankment slopes, and the permanent way on the bridges as far as the first rail joint after the bridge abutment.

Stipulations for the maintenance of the railroad bridge over the Neisse River near Zittau have been laid down in the agreement concluded between the GDR Reichsbahn, the Polish State Railroads and the Czechoslovak State Railroads on 16 December 1953.

Details on the maintenance of the Grambow-Szczecin Gumience and Tantow-
 Szczecin-Gumience border stations will be fixed by a joint technical
 commission of the two neighboring German and Polish railroad district head-
 quarters.²

3. The two neighboring railroad district headquarters of the two contracting partners will hold two joint sessions annually, namely in February and August; the conferences will take place in turn in the territory of each of the two contracting partners.

The purpose of these border conferences will be:

- a. The conclusion of supplementary local arrangements concerning the handling of railroad operations and handing over and taking over procedures on the individual border stations;
- b. the conclusion of arrangements concerning timetables and the circulation of locomotives in rail traffic across the border;
- c. improvement of rail border traffic.

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4. The new railroad agreement was to become effective on 1 April 1955 and supersede the railroad agreement on border traffic reached on 1 May 1949. The agreement is to remain in force indefinitely. Each of the two contracting partners will have the right to denounce the agreement after serving a six months' notice. Individual stipulations of the agreement may be modified or supplemented in writing by joint consent of the two contracting partners.

1. Comment. The border station of Neuruednitz is still under construction. The bridge over the Oder River is nearing completion, while work on the reconstruction of the single-track feeder line from Wriezen to Neuruednitz was started only recently.

The bridge over the Neisse River at Muskau was completed in February 1954 but has not yet been opened.

The railroad viaduct over the Neisse River at Goerlitz was completed in October 1954 but has not yet been opened. It was reported that one of the piers of the viaduct allegedly had sunk owing to faulty construction.

Hagenwerder and Hirschfelde are on the Zittau-Goerlitz railroad line which runs in the GDR and Polish-occupied German territory. The line is only used as a connection between the two German towns of Zittau and Goerlitz. For this reason, Hagenwerder and Hirschfelde are not considered as border crossing points.

2. Comment. It appears that the GDR Reichsbahn has undertaken to maintain the railroad bridges over the Oder River, while the Polish State Railroads will take care of the bridges over the Neisse River.

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